

Measure 70: Promote the use of clean vehicles in urban public transport

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<p><i>Policy package:</i> 6: Urban transport package</p>
<p><i>Measure 70:</i> Increased use of clean vehicles and of forms of public transport accessible to all users, including people with reduced mobility (especially those with disabilities and the elderly)</p>
<p><i>What is the problem being addressed ?</i> The approach followed by the Commission is to stimulate good practice. In this context, a significant example of the projects funded by the Commission within the 5th FP is the CUTE (Clean Urban Transport for Europe) demonstration project. The aim of the project is to demonstrate the feasibility of an innovative, high energy efficient, clean urban public transport system. This demonstration will encompass the operation of 27 purpose designed fuel cell powered, low-noise buses in 9 European cities: Amsterdam (Netherlands), Barcelona (Spain), Hamburg (Germany), London (United Kingdom), Luxembourg, Madrid (Spain), Porto (Portugal), Stockholm (Sweden) and Stuttgart (Germany). This hydrogen/fuel cell bus project will be the first project world-wide which addresses at the same time the production of hydrogen, the hydrogen refilling in city centres and the operational use in commercial public transport systems. This public transport system will contribute to the reduction of overall CO2 emissions. In this sense, the measure fits in the frame of the 6th Community Environment Action Programme (promoting the development and use of alternative fuels and of low-fuel-consuming vehicles with the aim of substantially and continually increasing their share) and of the COM (2004) 60 “Towards the thematic Strategy on urban environment” (the Commission is preparing a Directive focussing on the procurement of low energy and low emission road vehicles by public authorities). Moreover, clean vehicles requirements are also provided by Euro I, II, III, IV standards (the last ones by Directive 1999/96), in accordance with the Air Quality Framework Directive (96/62/EC) and with Council Decision 2002/358/EC (greenhouse emissions).</p>
<p><i>Measure’s costs and/or benefits:</i> The European Commission is allocating €18.5 million to the CUTE project. Further investigation is needed to identify other examples of good practice promoted at European level.</p>
<p><i>Legislative implementation at EU level:</i> Decision No 182/1999/EC of the European Parliament and of the Council of 22nd December 1998 concerning the fifth framework programme of the European Community for research, technological development and demonstration activities (1998 to 2002) Decision No 1513/2002/EC of the European Parliament and of the Council of 27th June 2002 concerning the sixth framework programme of the European Community for research, technological development and demonstration activities, contributing to the creation of the European Research Area and to innovation (2002 to 2006)</p>
<p><i>What are the objectives ?</i> The CUTE project will be completed at the end of 2005 / beginning of 2006. The major objectives are as follows:</p> <ul style="list-style-type: none">• Demonstration of 27 fuel cell powered regular service buses over a period of two years in 9 European inner city areas to illustrate the large spectrum of different operating conditions to be found in Europe.• Design, construction and operation of the necessary infrastructure for hydrogen production and refuelling stations.• Collection of findings concerning safety, standardisation and operating behaviour of production for mobile and stationary use, and exchange of experiences including bus operation under differing conditions among the numerous participating companies for replication.• Ecological, technical and economical analysis of the entire life cycle and comparison with conventional alternatives. Quantification of the abatement of CO2 at European level and contribution

to commitments of Kyoto.

Interactions with other WP measures:

Measure 69: Support (using Community funds) for pioneering towns and cities, with each Member States remaining responsible for coming up with national plans

Measure 71: Identification and dissemination of best urban transport system practice, including urban and regional rail services, and best practice in management of the relevant infrastructure

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Output indicators:

The key output indicator for this measure is the share of clean vehicles in the PT fleet.

Outcome indicators: intermediate impacts on transport markets

The key market impact of the measure will concern operating costs of urban transport. Indeed, cleaner vehicles entail higher costs for new infrastructures (e.g. hydrogen refilling stations) and vehicles' purchase.

Outcome indicators: final impacts on transport users and non users

- Energy efficiency in urban public transport: the measure aims to reduce fuel consumption, thus increasing efficiency;
- Transport CO2 emissions: the measure should reduce CO2 emissions;
- Transport emissions of other air pollutants: the measure should reduce air pollutants.